USS NORTH CAROLINA

THE 'SHOWBOAT'

By DICK GORRELL and BRUCE ROBERTS

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June 13, 1940. The ship was christened by Miss Isobel Hoey, daughter of North Carolina's Governor.

The hull slid into the water at the Brooklyn Navy Yard.

THE

The U.S.S. *North Carolina* was born for war, and the only life she knew was the life of battle. Her short career ended when the sounds of battle faded at the end of World War II. She was a little over four years old when Japan surrendered, but in the action-filled years between 1941 and 1945 she earned for herself a reputation that will live as long as man remembers the brutal war in the Pacific.

The enemy could not kill the *North Carolina,* although they claimed she had been sunk six times. They strafed her, shelled her, torpedoed her, but still she lived to steam triumphantly into Tokyo Bay at war's end.

Time and advancing technology ended her fighting days. Once, the *North Carolina* and her sister battleships were the most feared warships afloat. Now she is part of yesterday's Navy, a museum piece. Today, the capital ships are the silent, missile carrying nuclear submarine and the super carrier.

But write no epitaph for the U.S.S. *North Carolina.* She lives by decree of the people of the state for which she was named. They raised by subscription more than a quarter of a million dollars to save their ship from execution. The cutting torch, Tar Heels declared, would not dismember this fighting lady. They enshrined her as a war memorial to the men and women of all the U. S. military services who fought for this nation's freedom in World War II.

True, her guns are muzzled in a safe and final port. But each day the high drama of her fighting years is relived by the men, women and children who board her for a look at the mightiest battleship to face the onrushing Japanese forces in the early days of World War II.

She mauled Japanese land installations, shipping, ground forces and air power from Guadalcanal to Tokyo Bay. Her log is a history of the U. S. offensive in the Pacific. She earned 15 battle stars during her 40 months of combat duty. These engagements took the lives of 10 of the *North Carolina's* men, and 40 others were wounded.

'SHOWBOAT'

She dealt out a great deal more punishment than she took. She was credited with downing 24 Japanese planes during her 307,000-mile wartime cruise. She sank one merchantman, and on nine different occasions she steamed within range of enemy guns to dump tons of explosives on Japanese strongholds.

But this is just part of the saga of the lady-of-war sailors called The Showboat.

Her part in history actually began when diplomats from the major powers sat around polished tables in Washington and produced the Naval Treaty of 1922. A battleship *North Carolina* was being built in Norfolk at that time, but because of treaty provisions dealing with the number of capital ships and armament, the hull was scrapped. The Navy abandoned plans for building battleships for some years to come.

Fourteen years later the worthlessness of the treaty became evident. An arms race was on, and the treaty provisions were disregarded. War was coming, though few in the United States cared to admit it. There were among our national leaders those who foresaw the dangers and took early steps to prepare the United States to defend her shores and far-flung interests. On June 3, 1936, Congress took one of the biggest of these early steps and authorized the building of BB 55, the U.S.S. *North Carolina.*

The original plans for the new battleship included 14-inch rifles, the maximum size allowed by the Washington Treaty. However, in July, before the keel was laid, the State Department announced that "there is not a universal acceptance of the limit of gunpower at 14 inches." When the final plans came off the drafting board, all turret fittings had been changed to house the new 16-inch rifles. On October 27, 1937, the keel was laid in Brooklyn Navy Yard.

The announcement caused little stir on Main Street, U. S. A. For one thing, a man earning $20 a week found it hard to grasp the significance of a

The U.S.S. North Carolina heads west toward the war in the Pacific.

The North Carolina fired the first 16-inch salvo of the war into Japanese territory at Nauru.

$200 million battleship. For another, he considered Hitler some new kind of German fanatic and Mussolini was his posturing Italian counterpart. The Japanese lived in houses with thatched roofs and made cheap toys. Attack us? Not very likely! There were thousands of miles of ocean between the Axis countries and Main Street. Besides, this nation was beginning to stride out of depression. Its people were learning to laugh again. The ominous rumblings of war were drowned in the new music of the day. Swing was the thing, and its high priests included Artie Shaw who later served on the *North Carolina* in the Pacific. Their temples were dance halls which spawned something new on the American scene, the jitterbug. On any spring night on any U. S. street you could hear radio comedians cracking jokes about Der Fuerher and his "supermen."

While America laughed and jitterbugged and enjoyed the return of prosperity the grim business of building the U.S.S. *North Carolina* moved ahead. The national mood had changed considerably by the time she slid down the ways on June 13, 1940.

There were 54,000 persons on hand when Miss Isobel Hoey, daughter of North Carolina Governer

Rough seas in the Pacific.

Clyde R. Hoey, broke a bottle across the bow of The Showboat and showered the new hull and herself with champagne. "In the name of the United States I christen thee *North Carolina,*" she said. And her father added: "Its very power is fascinating. It commands our respect and it will help to command the respect of the world. It speaks a language that even a dictator can understand."

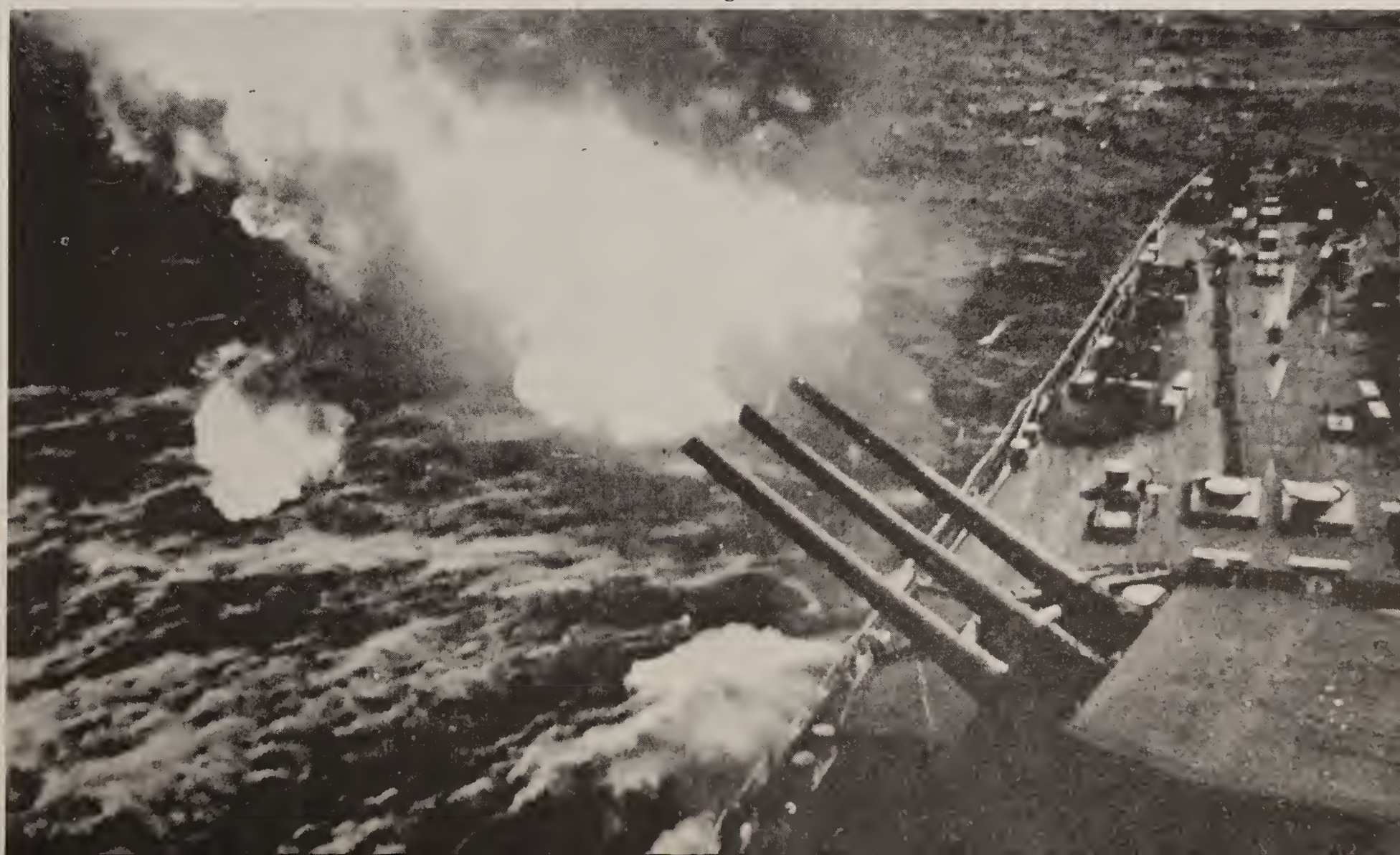
The dictators paid little attention. They were drunk on success and they thirsted for more. As the *North Carolina* slid down the ways, German troops were crashing across France. The Japanese were talking peace, but they were planning war.

A worried America watched closely when the *North Carolina* joined the fleet on April 9, 1941. She was the first battleship commissioned since 1923. All of the major radio networks were there with microphones when Captain O. M. Hustvedt read his orders to the 1,500 men who would man the *North Carolina.* She carried newsmen whose bylines were familiar in every part of the country when she steamed out of New York Harbor on trial runs. New Yorkers, watching the massive and majestic ship slide in and out of port, were quick to nickname her The Showboat.

And The Showboat she was. She made history when she slid down the ways and she made history on her shakedown. She carried the first modern anti-aircraft battery, destined to doom many a Japanese airman; but her 16-inch rifles were the real show pieces. She used them to tell the world that a mighty fighting ship was in the commission of the United States when she fired the first 19-gun salvo in modern naval history. With one broadside, The Showboat threw 32,750 pounds of steel at a target off Casco Bay, Maine.

The *North Carolina* was shaking down fast. Her crew was getting used to her and to life afloat, and the national and international attention she was getting rightfully brought a touch of pride to an officer named William S. Maxwell. On a cold Sunday morning as The Showboat steamed through peaceful blue swells in the North Atlantic, he could relax a bit and reflect on the events that had taken place since he was put in charge of her construction. Now he was her chief engineer, and he was proud of her progress. But this particular Sunday was December 7, 1941—the day the Japanese attacked Pearl Harbor. All time for reflection and relaxation ended with the first wave of bombers that swooped in over a sleeping Honolulu and caught the Pacific Fleet at anchor. The United States was at war. The youthful Showboat had to grow up in a hurry to play the role history had created for her. And she did. For the next six months training aboard the *North Carolina* was intensive. For her gunners life was a continuous "Load and fire. Load and fire." On May 29, 1942, she put in at Hampton Roads, Virginia, to load ammunition. On June 4 she stood out for the Canal Zone. On June 19 she arrived at San Pedro, Calif. Six days later she was on her way to the war in the Pacific.

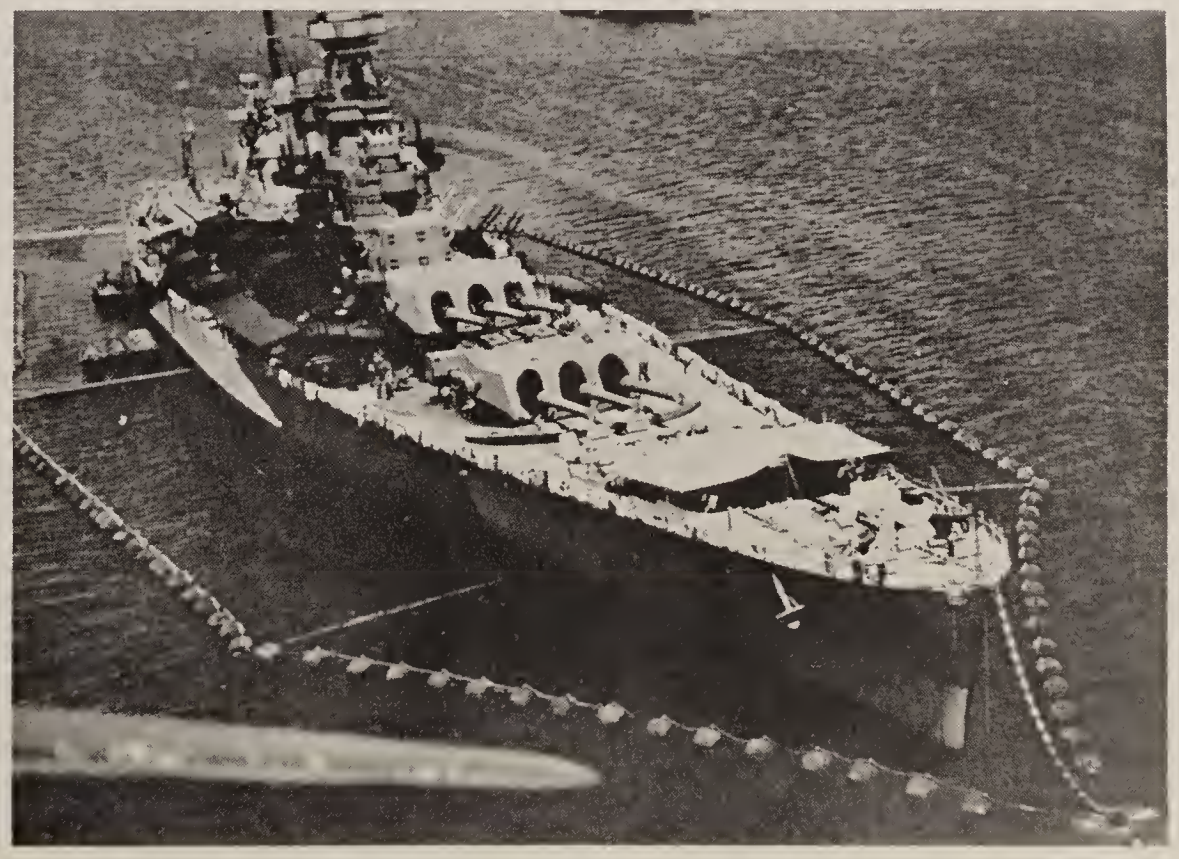
Bombarding Okinawa.



One of the less glamorous jobs of a sailor's life afloat.

A watch in the Pacific.

Mt. Fujiyama rises against the sky as the "Showboat" and American fleet arrive victorious off the Japanese coast.



Protection against Japanese submarines while anchored in the Ellice Islands.

On July 11, 1942, the U.S.S. *North Carolina* moved into Pearl Harbor. Fleet Admiral Chester W. Nimitz, the Navy's commanding officer in the Pacific, recalls the moment:

"I well remember the great thrill when she arrived in Pearl Harbor during the early stages of the war—at a time when our strength and fortunes were at low ebb. She was the first of the great new battleships to join the Pacific Fleet, and her mere presence in a task force was enough to keep morale at a peak. Before the war's end she had built for herself a magnificent record of accomplishment."

And indeed our fortunes in the Pacific were at low ebb that summer of 1942. Spread before the crew of The Showboat in Pearl Harbor were the ruins of the Pacific Fleet. The twisted, blackened hulks of once-great battleships marked the tombs of 1,100 men and the graveyard of a fleet. At Bataan and Corregidor, a heroic resistance by Philippine and American fighting men bought the time the United States needed to recover from the sneak attack on Pearl Harbor. The United States had suffered serious losses in the Java Sea campaign, but the threat to Hawaii and the West Coast had been removed by the fleet's success in the battles of the Coral Sea and Midway. The Japanese offensive had been checked, but the war still hung in the balance. The destiny of the war in the Pacific lay with the few major fighting ships, the Navy's carrier-borne air arm, the growing Amphibious Forces, the Army, and the Marine Corps.

The Showboat was a muscular youngster among the veterans of the fleet. But could she fight? Was she a good ship or would she be what sailors fear most, a jinx ship?

The answer wasn't long in coming. On July 15, 1942, The Showboat stood out under secret orders to Tongabutu in the Tonga Group. On the 24th she dropped her 25,800-pound anchor in Nukualafa Anchorage. Her venture into fighting waters had begun. That same day she rendezvoused with a task group that would cover the landing of troops on a little-known island called Guadalcanal. Few of the Showboat's crew had ever heard of Guadalcanal, but it would be on this little island that a small group of U. S. Marines and a determined, revenge-minded fleet would start the United States on the road to Tokyo Bay.

On August 7 the Marines hit the beach on Guadalcanal. Overhead, covering the landing, were carrier planes. The *North Carolina* was ordered to screen the carriers from enemy air and surface attack. Her position kept her out of the First Battle of Savo Sound, but her baptism of fire was coming.

On August 24, while steaming with the Carrier *Enterprise* and an accompanying force of four

The North Carolina takes

cruisers and 11 destroyers, the first Japanese air attack aimed at The Showboat developed. The force was moving between Malaita and Stewart Islands when the furious assault began.

Enemy dive-bombers and torpedo planes swarmed down upon the *Enterprise* and the *North Carolina.* Three times the "Big E" was hit. Near misses sprayed The Showboat many times. A Japanese fighter roared in over the battleship, its machine guns chattering. One sailor was killed. The *North Carolina's* gunners blanketed the sky with exploding steel. Her batteries threw up such a barrage that the *Enterprise* inquired anxiously, "Are you afire?"

When the smoke cleared, the *North Carolina's* verified score was seven enemy planes downed and many probables and assists. The "Big E's" planes had sunk an enemy carrier and damaged a cruiser and a destroyer.

They call that fight the Battle of the Eastern Solomons, and it all but stripped the Japanese of carrier support. The Japanese broke off the fight, although their surface forces were still largely intact.

The *North Carolina* had undergone her first ordeal of battle, and she had been blooded. Could she fight? Man, could she! The "Big E's" message, "Are you afire?" has become a naval firepower leg-

in the assault on Iwo Jima.

end. Her crew bristled with pride. To them, The Showboat was a "good ship." To the fleet, the prowess of the mighty *North Carolina* was a godsend. To the Japanese, she was a challenge. She had to be destroyed.

After the Battle of the Eastern Solomons, action in the Pacific slowed down. The Showboat went on patrol, scouting for enemy surface craft. Patrol is a lonely, frightening business. It strains the nerves. Clayton Price, boatswain's mate second class, remembers that patrol vividly.

"You keep waiting," he says, "for something to happen. Sometimes you feel like you're all alone and you know that the next minute you're going to see the wake of a torpedo heading straight for you."

It was like that on September 15, 1942, as Price finished up the final minutes of a gun watch on The Showboat's port side. When his relief showed up, he went below and climbed into his bunk. The gentle motion of the ship soothed him. Sleep began to replace the strain of four hours of searching the dark sea and sky for telltale signs of the enemy.

Then it happened. A Japanese torpedo tore into the battleship's armor. The explosion ripped a hundred-foot gash in her side. Price joined the dash for battle stations. He found that the man who had relieved him a few minutes before had been blown over the side and lost. Four other sailors were dead.

But The Showboat could still maneuver. While Engineer Maxwell and his damage control team worked furiously to heal the wound in her side, The Showboat responded to command; she increased speed and maneuvered out of the danger area. With her flooded compartments sealed off, the big ship retired to Pearl Harbor under her own power for repairs.

By December 7, 1942 she was ready to fight again and returned to the strenuous duty of patrol in the submarine-infested Solomons. Many more torpedo attacks were launched at her, but none was successful.

In March, 1943, she sharpened her fighting edge by returning to Pearl Harbor to be fitted out with new and better gunnery installations, fire-control and radar gear. In the months ahead she would need every bit of modern equipment she could get. The U. S. build-up of forces in the Pacific had mounted steadily. The first big offensive, an attack across the central Pacific, was about to get under way, and The Showboat would be in the thick of the fighting until it was over.

Operation "Galvanic," the invasion of the Japanese-held Gilbert Islands, was launched from Pearl Harbor in October, 1943. The Showboat and the task force she operated with struck hard and fast. During the next months, her gunners battered Nauru in the Gilberts, Roi and Namur in the Marshall Islands. As the U. S. offensive gained momentum, The Showboat and Task Force 58 hit Truk, Guam, Saipan, Tinian, Palau, Yap, Ulithi, Woleai, then Hollandia and New Guinea. As Marines and soldiers fought and became expert in amphibious assault landings on enemy held islands, carrier warfare was being perfected. Task Force 58 was hitting with inconceivable speed, and the *North Carolina's* role as a fast-stepping protector of the mighty carriers was all-important.

Then the famous 58 raced northeast to give Truk another aerial pounding. The Showboat's seaplane pilots added another chapter to her history when they swooped into Truk Harbor to rescue downed U. S. airmen from beneath the nose of the enemy.

By June, 1944, The Showboat was a seasoned fighting veteran, and she was heading into one of the most important battles of the war—the Marianas landings. First came two days of air strikes at Saipan, Tinian and Guam. The Showboat bombarded Saipan just prior to the Marine assault on June 13. Then six days later Task Force 58 had its biggest day, the "Marianas Turkey Shoot." The Japanese struck with everything they had in a counterattack. They lost 402 planes to 17 American

The North Carolina was part of the U. S. 3rd Fleet.

planes downed. With further Japanese air attacks on the Marianas out of the question, the fast U. S. force went after surface ships. U. S. planes sank two carriers, damaged three. The "turkey shoot" and the Battle of the Philippine Sea had the Japanese reeling. Air-sea superiority belonged to the United States. The Showboat added the silhouettes of two more Japanese planes to her gun director mounts, indicating her kills during the battle.

On July 6, 1944, the *North Carolina* was ordered to Bremerton, Washington, for repairs. Behind her as she steamed into Puget Sound were 25 months of warfare. She had seen the U. S. Pacific Fleet rebuilt from the smoldering ruins of Pearl Harbor to the greatest navy in the world. Newer and larger ships were assaulting the Japanese now, but none were so proud as the crewmen of The Showboat when they strode down the gangplank at Bremerton to go home on leave.

After two months, the *North Carolina* stood out of Puget Sound for the battle area to rejoin the offensive in the Pacific.

The *North Carolina* hit Leyte, Luzon, Formosa and took part in attacks on the China Coast.

She was in on the assault and occupation of Iwo Jima and raided the main Japanese Island of Honshu with the Fifth and Third Fleets. At Iwo Jima she emptied her entire store of ammunition on enemy installations in four days, one of the greatest naval bombardments in history.

At Okinawa, The Showboat was hit again. A shell killed three men and wounded 40. Despite the damage, the *North Carolina* continued to shell the island in support of Marine troops.

After repairs, The Showboat returned to action with the Third Fleet to strike again at Japan. Twice during the first week of August, 1945, The Showboat stood by her guns while the U. S. cut loose with a revolutionary weapon—the atom bomb.

On August 15, 1945, the crew of The Showboat witnessed a strange performance. Strike planes returned early from missions over Japan and jettisoned their bomb loads just outside the formation of ships.

Capt. B. H. Hanlon, the eighth skipper of the *North Carolina* addressed the crew: Japan had capitulated. The war was over.

There was silence aboard The Showboat as dungaree-clad sailors, officers in khaki, old salts with tattooed arms and fuzzy-cheeked youngsters thanked God for the end of hostilities.

On September 5, The Showboat anchored in Tokyo Bay. The next day, with her homeward-bound pennant streaming behind her The Showboat stood out from Sagami Wan for the happiest voyage of her career.

Four days in Pearl Harbor, three in Panama City and one in Cristobal allowed the crew to let off a year's pent up steam.

Early in the morning of October 17, The Showboat raised Cape Cod and then Provincetown Light. Four hours later, the veteran of 40 months in the Pacific stood into Boston Inner Harbor amidst welcoming screams from whistles, sirens and lots of girls.

A proud ship had borne her crew from war into peace. She had won 15 battle stars, steamed 307,000

miles, entered 26 different ports, downed 24 Japanese planes, sunk a merchantman and bombarded nine different Japanese strongholds. She had toured the war road from Guadalcanal to Tokyo Bay.

Now her fighting days were done, her usefulness finished. The battleship was obsolete. On June 27, 1947, the *North Carolina* was decommissioned.

For 14 years the lifeless body of the great fighting ship swung at anchor with the mothball fleet at Bayonne, N. J. In 1960 the Navy condemned her to the scrap heap. She would be cut into scrap metal if the state of North Carolina didn't want her.

North Carolina did want her! A fund drive began, more than 700,000 North Carolina school children gave dimes to the effort, citizens from all walks of life contributed dollars and a bevy of North Carolina "admirals" either gave $100 or raised $500 to bring The Showboat home. In less than nine months, Tar Heels contributed more than $325,000. Cyril S. Adams of Houston, Tex., drew the ship berthing plan and gave much additional vital technical assistance.

In late September, 1961, the *North Carolina* started her final voyage. This time she was under tow. On October 2 she appeared at the mouth of the fog-shrouded Cape Fear River. Like a gray ghost from the past she loomed out of the mist, and into the channel. Thousands lined the river bank to cheer her progress. A Southport pilot, Capt. B. M. Burriss, guided her through the narrow (for a 108-ft. wide battleship) channel without brushing a buoy. It was late afternoon when her massive superstructure, dwarfing waterfront buildings, slid majestically into the Port of Wilmington. Ahead was the ticklish job of maneuvering her into her slip. At the point she was turned, the 728-ft. battleship was longer than the channel was wide. Everything had to go exactly right, and it almost did. Unfortunately, The Showboat jammed her stern against a floating restaurant and her bow went aground. For 30 feverish minutes 11 tugs and a bulldozer worked to free her from the mud bank at the entrance to the permanent slip.

At last the straining tugs pushed her clear. She floated again. Then she was moved slowly, carefully, to her final berth.

There she lies, an enduring memorial to the brave men and gallant ships that endured the agony and turmoil of combat—as grand a lady in repose as ever she was in the days when her great voice shouted the battle cry of free men across the reaches of the Pacific.

20 mm. anti-aircraft guns in action against Japanese planes.

Governor Terry Sanford glimpses the North Carolina as she approaches the bar off the Cape Fear River.

Bad weather delayed for one day bringing the

Governor Sanford presents President Kennedy with a certificate making him the first Admiral in the North Carolina Navy. Left to right are: Secretary of Commerce Luther Hodges, President Kennedy, Senator Sam Ervin and Hugh Morton, Chairman of the U.S.S. North Carolina Battleship Commission.

hip across the bar and up the river.

Homecoming for the North Carolina

The North Carolina comes up the channel of the Cape Fear River.

Tugs ease The Showboat around the turn from the Cape Fear channel into her berthing area.

How the Money Was Raised to Bring the North Carolina Home

Thousands of North Carolinians contributed money to the Save-Our-Battleship effort, but there were some men who poured their hearts and souls into the operation. They were the men appointed by Governor Terry Sanford to membership on the U.S.S. *North Carolina* Battleship Commission. Their tireless efforts to help save The Showboat drew the gratitude of a state. They are:

Hugh M. Morton, Chairman	Wilmington
Orville B. Campbell, Vice-Chairman	Chapel Hill
John H. Fox, Treasurer	Wilmington
G. Andrew Jones, Jr., Secretary	Raleigh
Victor Bryant, Sr.	Durham
Thomas C. Ellis	Raleigh
Percy B. Ferebee	Andrews
J. D. Fitz	Morganton
T. Ed Pickard, Jr.	Charlotte
Ed L. Rankin, Jr.	Raleigh
Marvin R. Robbins	Rocky Mount
Eugene C. Thompson	Warsaw
William W. Willson	Wilmington
William Womble	Raleigh
Jack Younts	Southern Pines

THE IDEA CAME FROM JIMMY CRAIG

The idea that mounted the Save-Our-Battleship undertaking came from Wilmington's James S. Craig, Jr., a member of the commission and of the American Legion. Jimmy Craig did not see the trim hull of the battleship slide majestically into its war memorial shrine at the Port of Wilmington. He was in the Army Burn Center at Fort Sam Houston, Texas, in critical condition from injuries received in a September 24, 1961, air show crash. He died October 14, the day The Showboat was first opened to the public.

Acting on Craig's idea, Governor Luther H. Hodges in November 1960 appointed a U.S.S. *North Carolina* Battleship Advisory Committee to investigate the feasibility of saving the ship. The Advisory Committee reported to Governor Hodges and later to Governor Sanford that the ship should be saved, and in April 1961 the Battleship Commission was named to carry out their recommendation. Many members of the Advisory Committee were appointed to the Commission.

The U.S.S. North Carolina was dedicated April 29, 1962, with many state and national figures aboard for the ceremony. Present were Secretary of Commerce Luther H. Hodges, North Carolina Governor Terry Sanford and the main speaker, Admiral Arleigh A. Burke, retired Chief of Naval Operations. Said Admiral Burke:

"As she lies quietly here at Wilmington she is just as gallant as she was in the days when her big guns were firing. She is gallant today because she stands silently to remind all who see her of our precious heritage, reminding us with her battle record and with the battle records of those to whom she is dedicated."

Thus was The Showboat welded to history as a memorial to the nation's defenders in time of war, the living and the dead.

Facts about the 'SHOWBOAT'

Keel laid: October 27, 1937 (Navy Day). *Launched*: June 13, 1940. *Commissioned*: April 9, 1941. *Overall length*: 728 feet, 6 inches. *Draft*: 30 feet. *Beam*: 108 feet, 4 inches. *Maximum speed*: 27 knots. *Crew*: 1,880 officers and men. *Main battery*: Three turrets of three 16-inch guns. *Secondary battery*: 20 five-inch guns. *Anti-aircraft battery*: 60 40mm guns in 15 quad mounts; 46 single mounted 20mm guns. *Salvo capability*: 19 guns, 32,750 pounds of steel. *Armor belt*: 12 inches. *Total cost*: $200,000,000. *Aircraft*: Carried three OS2U (Kingfisher) catapult-launched planes. *Displacement*: 35,000 tons. Earned 15 battle stars in World War II in the Pacific.

Successive Commanding Officers: Captain O. M. Hustvedt, Captain O. C. Badger, Captain G. H. Fort, Captain W. D. Baker, Captain F. P. Thomas, Captain F. G. Fahrion, Captain O. S. Colclough, Captain B. H. Hanlon, Captain T. J. O'Brien.

Two of the most daring acts of heroism in The Showboat's 40-month combat cruise came in the last week of the war. The *North Carolina's* scout plane pilots, Lt. Jacobs and Lt. (j.g.) Oliver, were sent into the air to rescue flyers downed during strikes on the main Japanese island of Honshu.

One pilot landed his float plane to rescue an airman downed in Ominato Bay. In his efforts to fish the pilot from the water, the Kingfisher pilot was thrown into the rough water and the plane ran wildly around the bay until destroyed by gunfire.

The other scout plane pilot, who had witnessed the incident, landed and rescued the two airmen. Both rescue planes and the three pilots were under constant attack by Japanese forces during the mission on Aug. 10, 1945.

Both of the *North Carolina's* pilots were awarded the Distinguished Flying Cross for their heroism.

The Showboat in her specially designed berth.

OTHER *NORTH CAROLINAS*

The first ship-of-the-line to bear the name *North Carolina* was a full-rigged sailing ship mounting 74 guns. She patrolled the Mediterranean and the Pacific from 1820 to 1835.

The second namesake of the state was the armored cruiser *North Carolina*. She mounted four 10-inch guns and 22 three-inch rapid fire guns. The cruiser served in combat and transport forces during World War I. In 1920, her name was changed to *Charlotte* so that a battleship might assume the name of the state.

PHOTO CREDITS—Front cover, pp. 2-11: U. S. Navy official; p. 12 bottom left: Joe Holloway; pp. 12-13 top: Bruce Roberts; p. 13: Hugh Morton; p. 14: Bruce Roberts; p. 15: Hugh Morton, top; Art Schoeni; p. 16: Bruce Roberts.

This rare restored Vought Kingfisher was dedicated in June 1971 as a permanent addition to the USS North Carolina.

NORTH CAROLINA (BB 55) SERVICE HONORS

★ **GUADALCANAL—TULAGI LANDINGS: 7-9 Aug 42**

★ **CAPTURE & DEFENSE OF GUADALCANAL: 10 Aug 42-8 Feb 43**

★ **BATTLE OF THE EASTERN SOLOMONS: 23-25 Aug 42**

★ **NEW GEORGIA GROUP OPERATION (New Guinea-Rendova-Vangunu Occupation): 30 Jun-31 Aug 43**

★ **GILBERT ISLANDS OPERATION: 19 Nov-8 Dec 1943**

★ **BISMARCK ARCHIPELAGO OPERATION (Kavieng Strike): 25 Dec 43**

★ **MARSHALL ISLANDS OPERATION**
Occupation of Kwajalein and Majuro Atolls: 29 Jan-8 Feb 44

★ **ASIATIC-PACIFIC RAIDS, 1944**
Truk Attack: 16-17 Feb 44
Marianas Attack: 21-22 Feb 44
Palau, Yap, Ulithi, Woleai Raid: 30 Mar-Apr 44
Truk, Satawan, Ponape Raid: 29 Apr-1 May 44

★ **WESTERN NEW GUINEA OPERATIONS**
Hollandia Operation: 21-24 Apr 44

★ **MARIANAS OPERATION**
Capture and Occupation of Saipan: 11-24 Jun 44
Battle of the Philippine Sea: 19-20 Jun 44

★ **LEYTE OPERATION**
Luzon Attacks: 13-14, 19-25 Nov, 14-16 Dec 44

★ **LUZON OPERATION**
Luzon Attacks: 6-7 Jan 45
Formosa Attacks: 3-4, 9, 15, 21 Jan 45
China Coast Attacks: 12, 16 Jan 45
Nansei Shoto Attack: 22 Jan 45

★ **IWO JIMA OPERATION**
Assault and Occupation of Iwo Jima: 15 Feb-1 Mar 45
Fifth and Third Fleet Raids Against Honshu and Nansei Shoto: 15-16, 25 Feb-1 Mar 45

★ **OKINAWA GUNTO OPERATION**
Fifth and Third Fleet Raids in Support of Okinawa Gunto Operation: 17 Mar-27 Apr 45

★ **THIRD FLEET OPERATIONS AGAINST JAPAN: 10 July-15 Aug 45**